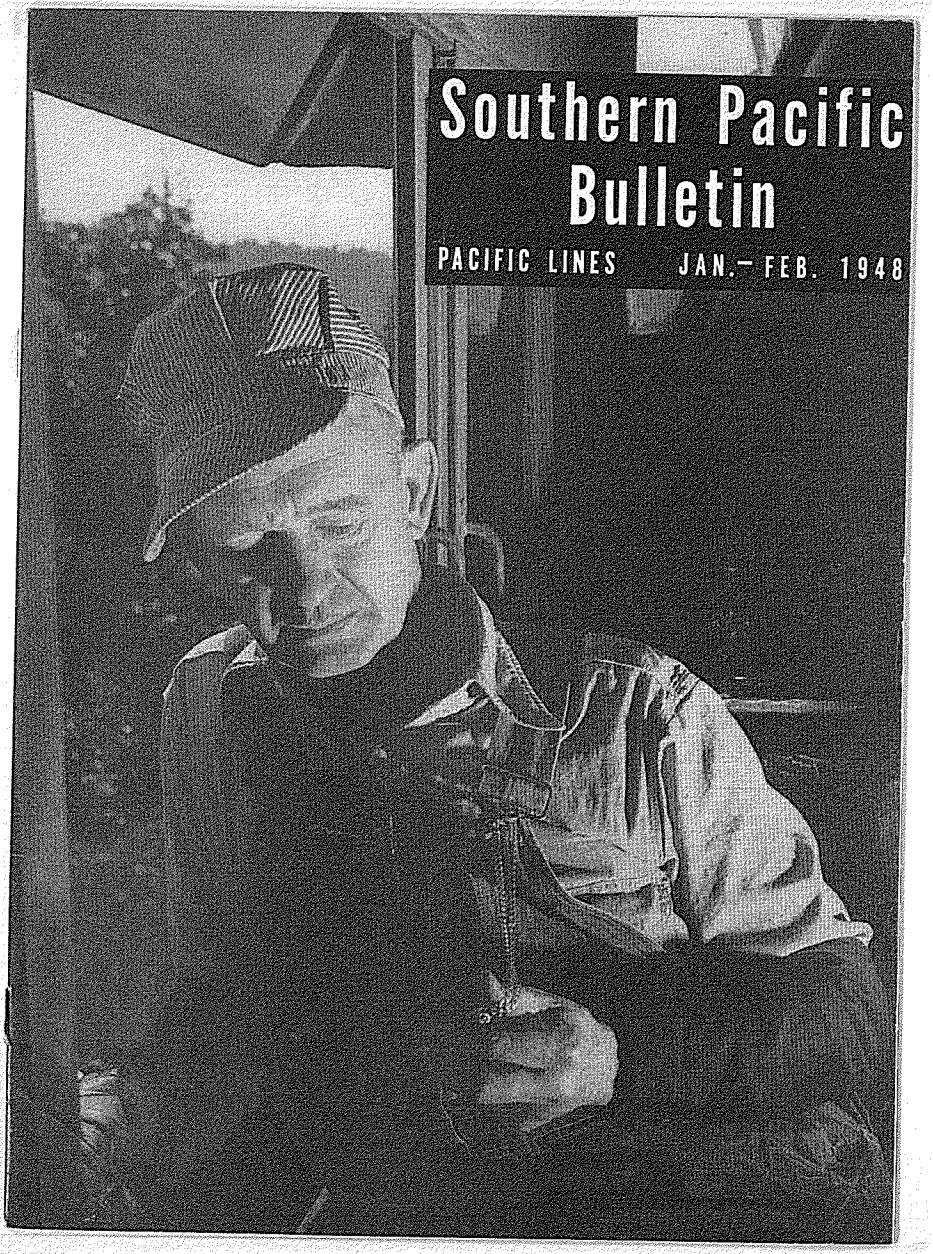
Southern Pacific Bulletin

PACIFIC LINES JAN.–FEB. 1948



Southern Pacific Bulletin

Vol. 32 Nos. 1-2

E. G. FITZPATRICK, *Editor*

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Your Bulletin Reporters

THE *Bulletin* staff is grateful to the following for many of the news items and photographs in this issue:

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L. D. Blossom.....San Jose
Al Bouchard.....Tucumcari
C. D. Calkins.....PMT, SF
J. A. Collins.....Sacramento
Madelon Crawford.....Roseville
Fred Davis.....Portland
Ray Dettling.....Engineering, SP
Fred Doty.....Port Costa
Stanton Draper.....Sacto Shops
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Hugh O'Neil.....Ogden
Mary Petkovich.....VP&GM, SF
Verna Raiff.....Sacramento Stores
John Rhoads.....SP Club, Sacto
Jack Roche.....Cent. Dist., Oakland



SYLVIA AHLGREN, trainmaster's clerk at Fresno, keeps a sharp lookout for news about San Joaquin Division railroaders and has a knack of writing it in entertaining style. Sylvia's been railroading for three years and says it gets more fascinating all the time.

Al Rommel.....Los Angeles
Fred Romani.....Bayshore
Dan Rose.....El Paso Shops
Des Sekany.....Aud. Frt. Accts., SP
E. R. Stevenson.....Tracy
Harley Talbott.....Dup. Bur., LA
M. D. Trabue.....Supt.'s Office, SF
Jeanne Weber.....PFE, SF
W. M. Williams.....Bakersfield

AMERICAN RED CROSS NEEDS YOUR HELP

THE 1948 fund campaign of the American Red Cross reminds us that "this year greater sums are needed for an equal job." To estimate a campaign goal takes a lot of figuring, based in part on statistics of the past, in part on unpredictable needs of the coming year, and, most important, on definite plans for community well-being.



In its steadily increasing emphasis on a peacetime program, the Red Cross is expanding its work for veterans and their dependents, while at the same time maintaining its traditional services to the armed forces and to civilians.

Red Cross beneficiaries in 1947 were legion. Nearly 100,000 persons received emergency help and rehabilitation following disasters of the past fiscal year. In the first 10 months of 1947 alone, Red Cross disaster relief appropriations were approximately $9,500,000. Financial assistance to veterans, servicemen, and their dependents totaled $11,944,365 for the year.

Events of the year 1948 are uncertain and unpredictable. Yet standing by, ready for any emergency, is the Red Cross with millions of organized workers to carry on its manifold services.

Remember—this year greater gifts are needed for an equal job!



IN THIS ISSUE

SOUTHERN PACIFIC'S activities in 1947 are reviewed by President A. T. Mercier in the reprint of his annual message to the public, starting on the opposite page. It contains a lot of good information you might want to pass along to friends.

An appeal to all concerned to eliminate waste of fuel this year is presented in the article, "Millions Up In Smoke," starting on page 5. It should win full support, because, with our welfare depending upon the Company's prosperity, waste hurts everyone.

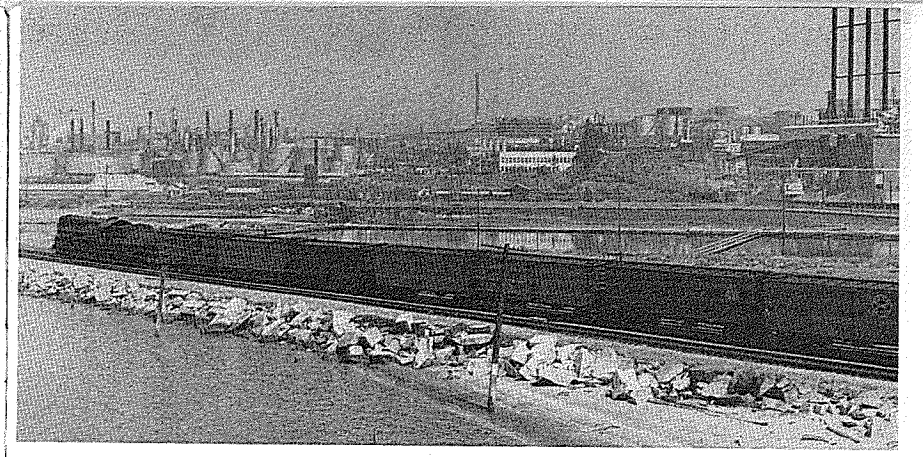
If all motorists would follow the example set by our Pacific Motor Trucking Company drivers, the nation's highways would be much safer. How these fellows merited safe driving awards from the National Safety Council, and how PMT's safety program is carried on is described on pages 8 and 9.

Four pages were set aside for Christmas party pictures, but two more had to be used by the time all departments were heard from. It is estimated that more than 3,000 persons are shown, and thanks is expressed to all who helped obtain the pictures.

OUR COVER PICTURE



"Ready, Set, Go!" is the title this picture suggests and it is fitting for our first cover picture of 1948. Looking at his watch as the time approaches to get under way is Engineer Lawrence Meadows of Sacramento Division. Meadows' picture also is one of many which appear on the cover of the SP song, "This Is My Railroad," representing various occupations in the railroad.



FOOD-LADEN REFRIGERATOR CARS AGAINST INDUSTRIAL SKYLINE SYMBOLIZES SP'S PART IN NATION'S ECONOMIC LIFE.

President Mercier's Year-End Review

IN spite of many operating difficulties, Southern Pacific compiled a record of great achievement in 1947, President A. T. Mercier told the public in his annual year-end statement. Reviewing the railroad's activities he said:

1. Southern Pacific carried its largest peacetime freight load in the past twelve months, setting an all-time record for efficiency as measured by gross ton-miles per train-hour—a factor which takes into account both the train load and the speed with which it is carried.
2. It performed this feat, through fine teamwork within its organization and with cooperation of shippers, in the face of a severe nationwide freight car shortage.
3. Carloads moved on Southern Pacific lines in 1947 totaled about 2,900,000, a gain of 100,000 over the previous peacetime high of 1946.
4. While demand for cars exceeded supply, maximum utilization of equipment was obtained by faster loading and unloading of cars and by speedier movement of trains in an all-out effort to handle the unprecedented peacetime traffic.
5. Southern Pacific's miles-per-day movement of freight cars set an all-time high and was about 40 per cent above the national average; Southern Pacific also established a new high record in the movement of freight (net ton-miles) per car per day.
6. Cars out of service for repairs were held to the low average of less than three per cent.

However, although Southern Pacific's freight load, measured either in ton-miles or gross revenue, was the largest in any peacetime year, net earnings were a third less than the six per cent considered a fair minimum for industry in general. This was due to the long-existing inadequacy of railroad fares and freight rates, a matter of deepening gravity in these times of spiraling prices of railroad supplies, high taxes and mounting wages.

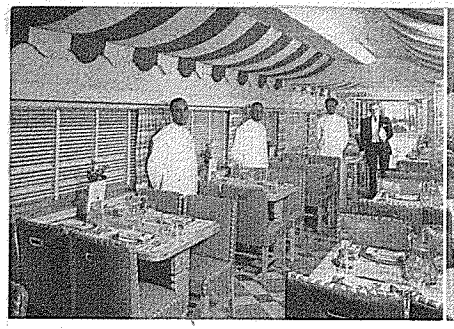
Earnings Inadequate

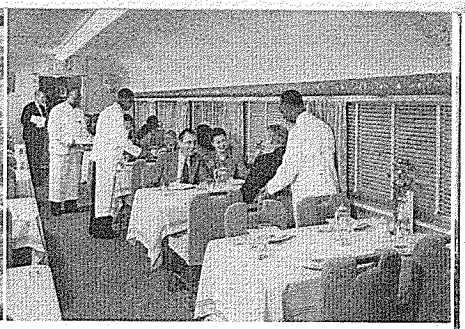
Since 1921, it was pointed out, the average annual railroad earning has been only three and two-thirds per cent on investment. In that same period the average price of materials used by western railroads has risen 58 per cent, taxes have climbed 78 per cent and wages have gone up 84 per cent. Yet passenger fares are lower, on the average, and the charge for hauling one ton freight one mile is less today than 25 years ago, even after applying the recent 10 per cent interim freight rate increase.

"The railroads," President Mercier said, "want to improve their plants and services to keep pace with transportation requirements, and have already authorized the expenditure of hundreds of millions of dollars on postwar improvement programs. But rail earning power must be raised to a fair level if new investors are to be encouraged to make available the money for continued betterment of rail properties. Otherwise the quality of rail service is sure to suffer. Everyone is dependent upon railroads, whether or not there is any direct use of such service, because nearly everything the individual needs for his keep and comfort is transported by rail, either in its raw or finished state."

Emphasizing the increased cost of railroad operation since a time as recent as 1939, he pointed to four major increases in pay for railroad workers; a 90 per cent rise in the cost of petroleum fuel, and an increase in the cost of cross ties, for example, from 50 cents each to $1.48.

Nevertheless, Southern Pacific, depending upon the fairness of the American public to recognize and support the appeal for adequate rail earnings, has ordered or authorized more than $152,000,000 worth of new freight and passenger equipment since the end of the war. These orders include 20,580 freight train cars; an additional 5,000 refrigerator cars for Pacific Fruit Express Company, of which Southern Pacific is half owner; 107 streamlined passenger cars, 48 diesel-electric locomotives for main line use and 43 additional diesel-electric switch engines. The Company has plans for continued dieselization of its motive power, it was stated, although the original cost of such





THE NEW "GOLDEN STATE" made its first run on January 4, providing finer, faster, extra fare daily streamliner service between Los Angeles and Chicago, on a 45 hour schedule. The diesel-powered train is a beauty. Its exterior is brilliantly finished in red and silver. The warm colorings and exquisite handicrafts of the Southwest and Mexico inspired the design and interior decorations of many of its new cars. Two of these are shown above, the "Fiesta Car" (left) and a dining car. In the "Fiesta Car" tables and comfortably upholstered chairs are made of hand-carved oak. A brightly-colored canopy helps create the effect of being in a quaint Mexican patio. Colors from the desert are reflected in the dining cars, with varied designs and furnishings distinguishing each. In the car shown above, seat coverings and table linen are of golden yellow in contrast to turquoise floor and ceiling. Other equipment on the *New Golden State* includes Pullmans with a complete variety of accommodations, chair cars, lounge cars, and combination coffee shop-lounge cars. Five trains are required to provide daily service.

YEAR-END REVIEW

(Continued from preceding page)

equipment is far greater than the cost of steam locomotives.

"Shortages of materials and construction difficulties in railroad equipment builders' plants have held back deliveries of new rolling stock so urgently needed to replace worn-out cars and augment the overall supply," he continued. "This unavoidable handicap, coming at a time of unprecedented peacetime traffic, created an acute freight car shortage throughout the country during a great part of 1947. However, the railroads, with the help of shippers and receivers of freight, actually moved more carloads than in the peak year of the war.

"We are carrying on as best we can with the equipment now available to the railroads, and we are glad to report that new freight cars are now reaching us from hard-pressed builders at a rate faster than old, war-weary cars are being retired. We are hopeful that new equipment will be turned out in increasing volume in 1948."

Passenger business continued in good volume in 1947, the number of revenue passengers carried one mile being about twice the pre-war year of 1939, it was stated. There was a further drop off in military traffic, offset in part by a gain in vacation travel. Anticipated deliveries of Southern Pacific's large, long-standing orders for new streamlined passenger equipment did not materialize but the Company made steady progress during the year in refining and improving its service to the public. "*City of San Francisco*" streamliner service between San Francisco and Chicago was placed on a daily instead of thrice weekly basis, and there was inaugurated on January 4, 1948, an improved streamlined "*Golden State*" between Los Angeles and Chicago, with a fast, extra fare schedule (see above).

Among special problems now faced by the railroads are:

1. A series of so-called reparations cases filed by the Department of Justice, alleging that the railroads made excessive charges in stupendous amount during the war. Actually, in almost every case, the commodity was moved to a substantial extent upon rates far lower than those applicable to the general public.
2. Enactment by Congress of the Crosser Act, which imposes upon the railroad industry the burden of a social security program far more costly than that carried by any other American industry. This legislation alone has added more than $100,000,000 a year to the costs of the railroads.

Traffic Estimates

Looking to the year ahead, President Mercier expressed belief that passenger traffic in 1948 will equal the good volume enjoyed in 1947. Freight traffic, he said, gives promise of an increase of about five per cent in 1948.

"Operating results in 1947, favored by the belated freight rate increase of about 17 per cent at the beginning of the year, were somewhat better than in 1946," he stated, "but were burdened again in the last quarter by the large new wage increases awarded railroad employes. While partial relief resulted from the granting of 10 per cent interim increases by various regulatory commissions during the latter months of the year, the still mounting operating costs make it imperative that the full amount of the pending application for rate increases be granted."

Diesel Fleet Gets Bigger and Bigger

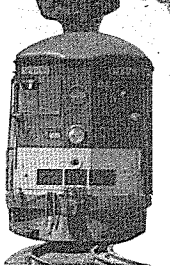
TWENTY powerful diesel-electric freight locomotives and 20 diesel-electric switch engines were ordered in December, bringing to 230 the total number of diesels of various types we have on hand or on order. The new order raises the amount of purchases under our postwar equipment program to more than $152,000,000.

The new freight locomotives, like 20 ordered a year ago, will be 6,000 horsepower each, equal in rated horsepower to our most powerful steam locomotives.

The new switchers, of 1,000 horsepower each, increase our diesel switcher fleet to 182, one of the nation's largest.

Deliveries of the 20 diesel freight locomotives ordered last year were completed in January. Since the war we also have received five 6,000 horsepower diesel passenger locomotives and 23 diesel switch engines, as well as 5200 new freight train cars and more than 3600 new PFE refrigerator cars. Approximately 16,700 other freight and refrigerator cars remain on order, as well as 107 streamlined passenger cars.

Millions Up In Smoke!



Rising Cost of Fuel Will Take Big Chunk Out of Our 1948 Revenue; Need for Conservation Is Acute

IF you had a chance to help save a million dollars this year, wouldn't you do it?

Well, if you are one of thousands of SP railroaders whose jobs involve the use of fuel, and particularly fuel oil, you can help save that million, and maybe more.

Even though you are not a direct user of fuel oil you can help cut expenses by stopping water, steam and gas leaks and by shutting off electric lights, radiators and other appliances when they're not required. All these tie in with fuel conservation.

This appeal, however, is aimed especially at those who handle fuel oil, the vital fluid which keeps our railroad running. Statistics show that if everyone will cooperate, particularly enginemen and roundhouse forces, it is possible to save at least a million dollars worth of fuel oil that otherwise will go up in useless smoke.

Our fuel oil bill for the system in 1948 has been estimated at around $51,000,000, an increase of $17,500,000 over 1947, due to steadily rising prices. It will be about $2,000,000 in excess of the estimated passenger revenue for Pacific Lines for this year. In other words, ***every ticket we sell on Pacific Lines in 1948 isn't going to produce enough revenue to pay the fuel oil bill for the system.***

To knock off a million dollars from the estimated fuel oil bill, it will be necessary to cut expected consumption by two per cent, or two gallons off of every hundred. It sounds like a lot, but is it?

Statistics show that some engine crews use ***25 per cent less fuel*** than others on identical runs, with all conditions being equal. These are the crews who thoughtfully practice the fuel-saving methods outlined in the book, "Rules And Information For The Firing And Handling Of Locomotives." Every fireman and engineer has a copy of this helpful book, and those who have not reviewed it for some time are urged to do so now.

Another fertile field for fuel conservation is in the "firing" of engines preparatory to putting them in service. Roundhouse forces can save fuel by not firing engines too soon or by not keeping them "hot" when it is not necessary. Motive power experts say that two hours is ordinarily sufficient time to warm up an engine, and they point out that an added fuel saving can be accomplished if the oil in the tender has been kept warm. Cooperation between dispatchers and roundhouse foreman in calling engines and preparing them will help reduce the loss of fuel due to firing engines too soon.

On the mechanical side, constant tests are being made to increase the efficiency



"Hey, That ain't just steam leaking; That's DOUGH *out of our pockets!"*

STOP STEAM LEAKS

(WASTE HURTS EVERYONE)

STEAM leaks are costly to a railroad, and that means they're costly to the people who work for the railroad. Wasted steam is wasted money. It takes a lot of fuel to keep steam up to required pressures in boilers in order to supply life-giving energy to a railroad, and fuel costs plenty, as pointed out in the article above. Everyone who is concerned with using steam, whether in shops or roundhouses, on engines or in cars, or even with turning radiators off and on, should guard against waste of steam. According to our Motive Power Department, steam escaping through a half-inch opening in a line carrying 100-pound pressure will cost $23.90 a day or, if unchecked, will run up a bill of $716.97 in a month's time. When you take into consideration that there are more than 200 miles of steam pipe in use on Pacific Lines, not to mention steam lines in trains, and heating facilities in buildings, it's apparent why everybody should be on their toes to $TOP $TEAM LEAK$.

MILLIONS UP IN SMOKE

(Continued from preceding page)

of engines so that fuel consumption will be lowered. Last year we completed a new test plant at Sacramento Shops, the first of its kind in the West, to make exhaustive studies on how to obtain more steam and pulling power from a locomotive with less fuel oil. This was described in the September-October *Bulletin*.

In the final analysis, however, most of the success in cutting down fuel consumption depends upon the help of the individual. Sensible practices, such as prompt handling of engines between terminals and roundhouses; avoidance of spilling oil at storage points; shutting off valves tightly; and stopping steam leaks (see page 5) will help put that extra million into the cash register instead of up the smoke stack.

So save *your* share, no matter how small it may be.

Training Program Is Getting Good Results

COMPLETION of part two of a long-range training program for passenger personnel was announced in January by the Central District.

The program, described in the July-August 1947 *Bulletin*, helps passenger men and women become more familiar with the functions of their department, become better acquainted, and stimulates solicitation of passenger business.

Part two of the program was conducted in December at San Jose, Salinas, Fresno, Stockton, Sacramento, Ogden, Reno and Oakland.

Subjects included (1) the difference between order taking and salesmanship; (2) mechanics of baggage handling, including express, porter service and other related functions; (3) explanation of rail motor optional honoring of tickets, Traveloan Plan, Pullman accommodations, and other timely topics. They were presented with colored slides and motion pictures, with accompanying talks.

Carl O. Olsen, assistant general passenger agent; Elmer O. Lewis, assistant general baggage agent; Fred H. Moses, traveling passenger agent; Jack Roche, Chief of solicitation and rates; Russell C. Ahrnke, payroll clerk, service bureau, and others, have taken active part in the presentations.

Attendance has been consistently good, Olsen says, Salt Lake District leading with a 100 per cent turnout. Many of the meetings also have been attended by a number of Operating Department men.

It is planned to start part three of the two-year program in March.

"SP Didn't Let Me Down"

PART of the pleasure of railroading is in knowing when customers are satisfied with our services, and many of them write letters telling us so. But did you ever wonder what the wives of railroad men might think about their "husband's Company?" Here's what one of them thinks, and we're grateful to her for writing. She is Mrs. Norman E. Frey, whose husband is car record clerk at West Oakland. Mrs. Frey writes:

"Since 1939 a group of women friends have been going to Merced once a year for a meeting of the Order of Eastern Star. These women never had traveled by SP, but this year I rebelled and stood my ground for the Company my husband works for. I won my point. There were nine women in the party and the entire group was delighted. They say they will never go any route but SP hereafter.

"The service was excellent, every member of the crew with whom we came in contact was the personification of courtesy. The atmosphere in the diner was delightful; the clean-cut, fine-looking waiters and steward were courteous and helpful. The chair car was restful in color, spotlessly clean and the women liked the loud speaker where someone told us outstanding points of each town we approached.

"To sum it all up, I was proud of the railroad that employs my husband, and that we are members of the SP family. I felt as if I were a co-hostess on the *San Joaquin Daylight* going and coming home, and Southern Pacific surely did not let me down."

Thanks to Mrs. Frey, a good SP booster and saleslady.

SP Thanked for Helping With "Friendship Train"

SOUTHERN PACIFIC men and women have been highly complimented for their part in making the Friendship Train a success in a number of letters of appreciation received by President Mercier.

Drew Pearson, who conceived the idea of having a train span the nation to gather up foodstuffs for the starving people of Europe, expressed thanks to "Southern Pacific and all its personnel for a magnificent job." "It was obvious," he wrote, "that no stone had been left unturned to make this one of the most efficient runs in history."

Among others who have written are Governor Earl Warren of California; Henri Bonnet, French ambassador to the United States; and Charles Luckman of the Citizens Food Committee.

"It is cooperation such as yours," wrote Luckman, "that helped us to achieve our goal of 100 million bushels of grain in the short period of two months. The committee thanks each of you who had a part in this great crusade against famine."

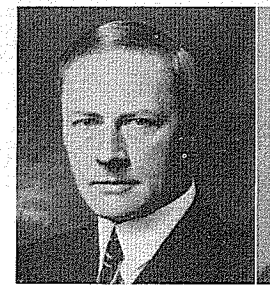
Wrote Ambassador Bonnet: "As the goods unloaded from the Friendship Train are being distributed to French children, I want to thank you for the magnificent effort by your railroad to make that enterprise possible. Without the railroad's generosity, without the cooperation of the workers who gave their time freely, this fine gesture of the American people could not have been so completely successful."

L. E. Cartmill Retires; G. P. Torburn Successor

RETIREMENT of L. E. Cartmill as general superintendent of car, engineering, construction and maintenance departments of PFE after 40 years' service was announced Dec. 1. He was succeeded by G. P. Torburn.

Cartmill, who started with PFE in 1908 as foreman of its Los Angeles shops, had under his supervision the six major shops of PFE throughout the West and Southwest, as well as numerous smaller shops which help keep the huge fleet of refrigerator cars in top working order. Since 1945, in addition to being in charge of car department matters, he has had supervision over engineering, construction and maintenance of all PFE facilities, including ice plants and icing platforms.

Torburn has been with PFE since 1931, beginning as carman at Roseville, subsequently advancing to draftsman and general mechanical inspector, SF; assistant superintendent, car department, LA; and back to San Francisco as assistant general superintendent, car department.



BEN C. DEY



GEORGE L. BULAND

BEN C. DEY RETIRES

G. L. Buland Named General Counsel; Other Law Department Appointments Announced

BEN C. DEY retired as general counsel on December 31, after 42 years of service with the Law Department, and George L. Buland was appointed to succeed him. Appointment of C. O. Amonette and Evan J. Foulds as assistant general counsels also was announced.

Dey was head of the Company's legal staff for the past 18 years, with headquarters in San Francisco since 1939, when the general executive offices were moved from New York to the West Coast. He will continue as a member of the Board of Directors.



C. O. AMONETTE EVAN J. FOULDS

A native of Oregon, Dey graduated in law from Stanford University in 1905 and returned to Portland where he began practice with the counsel for Southern Pacific in Oregon. In 1916 he was appointed general attorney for SP in that state, and in 1930 advanced to general counsel for the entire system, with headquarters in New York.

Buland has been a member of the Law Department for 27 years. He is a native of Wisconsin, and got his law degree at Columbia University after serving in the U. S. Navy in World War I. He was admitted to law practice in Oregon in 1919 and his first connection with SP was made in March 1920, when he became associated with the law firm of Dey, Hampson & Nelson. His association with Ben C. Dey has continued ever since. Buland went to New York as assistant general counsel in 1930, and handled the Company's financial law work until he came to San Francisco in 1945 as associate general counsel.

Amonette became valuation attorney in 1925 and has been general attorney since 1942. He is a graduate of the University of Virginia and before joining Southern Pacific was with the law department of the Southern Railway in Washington.

Foulds became an attorney for SP in 1911 following his graduation from the University of California. He was promoted to general attorney in 1933.

Dan O'Connell, Retired SP Police Chief, Dies

DAN O'CONNELL, who retired in 1944 as chief special agent after 43 years' service, died January 3.

During his long career, O'Connell had many thrilling experiences, and his success in bringing criminals to justice made him one of the greatest railroad detectives of all time. He personally captured the notorious Roy Gardner, elusive train robber, in 1921. Five years later the three DeAutremont brothers were captured as a result of the tireless efforts of O'Connell and his agents. Almost four years elapsed before the DeAutremonts were caught after murdering three trainmen and a postal clerk while holding up a train in the Siskiyous, and during that time the "Chief" and his men gathered evidence that led to the capture of the killers.

In addition to tracking down criminals, O'Connell, as chief special agent, accompanied every president from Theodore to Franklin D. Roosevelt when they traveled on SP.

O'Connell started with the Company in 1901 as a maintenance-of-way worker, later became foreman of an extra gang on Western Division before transferring to the police force. He became assistant chief in 1914 and chief in 1919.

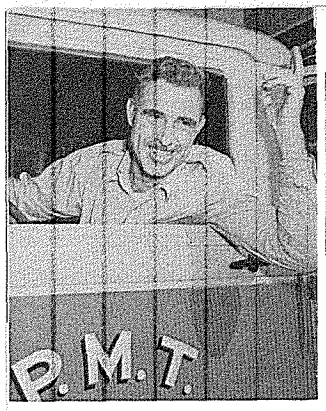
Shortly after he retired from SP, O'Connell answered an appeal by the War Shipping Administration to serve as special assistant in helping to protect Pacific Coast docks.

What Safety Means to You, and how our Safety Department carries on its program in accident prevention was described by A. A. Lowe, superintendent of safety, to the Office Supervisors' Council at its January meeting in San Francisco. Safety leaflets, posters, booklets and other material issued by the department to help the railroader protect life and limb were exhibited and one of our safety films was shown.

HERE IS "FREEDOM TRAIN'S" SP SCHEDULE

FROM February 18 to March 31, the *Freedom Train* and its cargo of priceless documents of American history will be spending considerable time on Pacific Lines. During that period the train will be covering the southwestern, western and northwestern portions of its 33,000 mile tour of the nation, with exhibitions slated for a number of points on our lines. After being exhibited at El Paso, here is the *Freedom Train's* exhibition schedule at Pacific Lines points, starting at Douglas Feb. 18:

Feb. 19—Tucson	Mar. 6—Stockton	Mar. 16—Elko
Feb. 20—Phoenix	Mar. 7, 8, 9—S. F.	Mar. 19, 20—Ogden
Feb. 21—Yuma	Mar. 10—Palo Alto	Mar. 25, 26—Portland
Feb. 23, 24, 25—L.A.	Mar. 11—San Jose	Mar. 27—Eugene
Mar. 4—Fresno	Mar. 13—Sacramento	Mar. 28—Corvallis
Mar. 5—Modesto	Mar. 15—Reno	Mar. 30—Salem



FRANK SPRECHER



LOUIS STORNETTA FRANK CRAIG LESTER RAY E. L. MURPHY T. J. MOMSEN

Safe Driving Champions

Pacific Motor Trucking Drivers Set Remarkable Record to Win National Safety Council Awards



E. L. IRWIN ROBERT BURNER

George Fleishman (left), driver chosen to receive the award won by PMT in the San Francisco Safety Council Annual Fleet Safety Contest, accepts the certificate from H. E. North, president of the Council. Also present were S. F. Jordan (left center), superintendent of PMT's San Francisco operations, and C. D. Calkins, PMT safety director. PMT won with a ratio of 1.61 accidents per 100,000 miles operated.



WHEN 365 drivers operate nearly five million miles without an accident, unless it was one which they were utterly powerless to prevent, that's news which rates a cheer.

It's particularly noteworthy when you consider that it happened on streets and highways on which traffic accidents took the lives of nearly 30,000 Americans in the past 12 months, and when four out of every five motorists, statistically speaking, were involved in an automotive accident of some sort.

The 365 drivers who achieved this remarkable record are Pacific Motor Trucking Company men whose slogan might well be, "Give Yourself and the Other Fellow a Break, Not a Fracture."

In recognition of their efforts, which total nearly 750 years of safe truck operation, each of these super-safe drivers was presented with coveted National Safety Council Safe Driver Awards, for periods ranging up to eight years, that being the number of years PMT has been a Council member.

Have To Be Good

It took plenty of skill and care to merit the awards. The drivers had to meet these rigid standards set up by the National Safety Council:

"Responsibility to prevent or avoid accident goes beyond carefully observing traffic rules and regulations. Professional drivers are expected to drive so as to prevent accidents . . . in spite of hazards of weather or road, traffic conditions, and the other fellow's faulty driving and failure to obey traffic rules.

"A preventable accident is any accident in which the driver failed to do everything he possibly could have done to prevent or avoid the accident.

"Calling an accident preventable is based on whether or not the accident could have been prevented or avoided by the driver in question—not who was primarily responsible or at fault."

Any driver who measures up to this definition can rightfully claim the title of "professional," and those who cannot have a worthwhile objective to shoot at.

The safest drivers from each of PMT's four districts appear on these pages. Champions of the Central District are Frank Sprecher of Santa Cruz and Louis Stornetta of Petaluma (NWP), who each received eight-year awards. Actually, Sprecher has driven for nearly twelve years without an accident.

Frank Craig of Medford and Lester Ray of Portland are top drivers in the Northern district, each with eight year records.



BILL PERRIN CARL MILLER

Eastern district champs are E. L. Murphy, T. J. Momsen of Tucson and Boone Harper (not pictured), of Coolidge, Arizona, each credited with six safe-driving years.

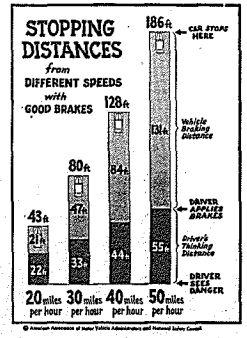
Robert Burner of Ventura, seven years; E. L. Irwin of Long Beach, Bill Perrin of San Bernardino and Carl Miller of Santa Barbara, six years each, lead the Southern district.

Second high honors in their districts were won by A. W. Custer of San Rafael (NWP), George Dunn of Oakland and John Snider of Portland, each receiving seven year awards.

Other presentations included 8 six-year, 11 five-year, 24 four-year, 26 three-year, 65 two-year and 217 one-year awards. From these figures it is readily apparent that the three-year hurdle is the toughest to surmount.

C. D. Calkins, PMT safety director, points out that while these safe-driving accomplishments are a basis for extreme pride, the company is still seeking to improve the accident record of its nearly 900 drivers. Today, more emphasis than ever is being placed on safe truck operation, due to the fact that the number of miles now operated is nearly double that of 1941 and because of the increase in traffic density in the areas in which PMT operates.

Chart prepared by the American Association of Motor Vehicle Administration and National Safety Council shows stopping distances required at different speeds by cars with good brakes. Note how far you travel at 20 mph between the time you SEE danger and apply brakes. Had your brakes tested lately?





Mobile driver test equipment recently acquired by PMT is used as an aid to good driving. Tests are given to personnel at outlying points, and in many cities and towns the equipment has been utilized by law enforcement groups. Here Clay D. Calkins, PMT safety director, shows C. J. McDonald (center), president, and L. B. Young, vice president and general manager, a device to measure drivers' ability to judge distance. One of many devices (see adjoining article), it contains model automobiles which, when viewed through an aperture at one end of the enclosure, resemble cars on the highway. Object is to line up the cars evenly side by side and the result, measured by a gauge, indicates person's accuracy in depth perception.

Aids To Good Driving

Recently the company acquired mobile driver test devices which make it possible to test personnel at all outlying points. Similar equipment has been in use at Los Angeles, where H. G. Martin, assistant safety director, has conducted the tests for several years. The tests are known as "Psycho-Physical" and they check vision, reaction, distance judgment and other factors essential to safe driving. They also measure the person's attitude by the manner in which he acts and cooperates during the tests. These tests are the result of more than 15 years of research by Professor Amos Neyhart of Pennsylvania State College, and their use has given the transport industry a powerful weapon to combat automotive accidents.

Included in the tests is one in which a device known as a "brake detonator reactometer" is attached to a vehicle to demonstrate over-all stopping distance from a 20-mile per hour speed. It proves that nearly 45 feet is required under perfect conditions, which may come as a surprise to those motorists who think they can "stop on a dime." A brake efficiency test, similar to the police brake test, also is made, as well as a rough driving test which registers the jerks and jolts of improper starts, stops and turns.

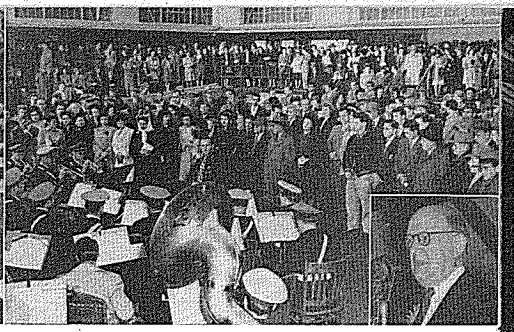
"Besides determining defects which need correction," Calkins says, "the tests make it possible to apply the results to actual driving situations, thus bringing home to drivers the importance of proper operation in reducing the chances of accidents. Drivers learn what all motorists should know—that most of us are not as good as we think we are at the wheel of a car. This understanding makes for a safer driver.

"Accident prevention in PMT is a never ending subject," Calkins continues. "Where motor vehicles are concerned, no instruction in proper working methods can be complete without emphasis on safety. Consequently the key men in the program are the supervisors and much credit goes to them for what already has been accomplished."

Efforts of supervisors, Calkins added, are supplemented by weekly notices to each driver touching on some phase of accident prevention, posters on bulletin boards, cab cards, driver tests, road checks and periodic accident prevention meetings at virtually all locations. Informality is the keynote in PMT driver meetings, which are conducted on the conference type plan wherein the entire group is encouraged to participate in discussion. L. B. Young, vice president and general manager, says that the consistently high record of attendance at meetings has been extremely gratifying.

Safe Driving Hint: Automobile accidents would be fewer if more people would put their foot on the brake instead of their hand on the horn.









'Twas the Day Before Christmas









And SP Folks From Far and Near Busted Out With Yuletide Cheer

THE spirit of Christmas—the spirit of good will—was in evidence everywhere as SP folks ushered in the Yuletide season with song and merrymaking. Pictures on these and following pages are indicative of the size and scope of the celebrations.

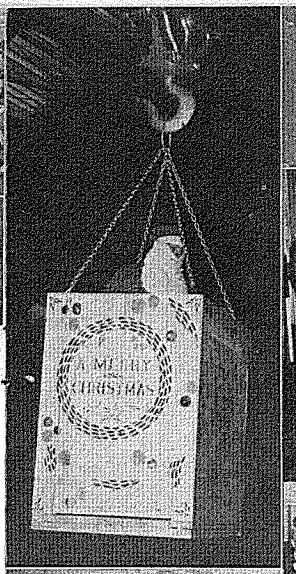
At the top of this page are pictures taken at the annual General Office program, when some 4,000 persons listened to carols and music by 50 vocalists and the SP Club Band. Part of the crowd and band is shown above. The inset is of W. W. Hale, vice pres., system freight traffic, principal speaker, whose message was flavored with good humor. He was introduced by Reg Wilson (extreme left), president of SP Club. Other pictures, above left, show some of the singers, who were directed by Dave Stevens. Soloists were Dorothy McDougall, Alice Dakin, Anne Bruce, Milla Pashkovsky, Connie Leonard, Harold Martin and Horace Evans. For their closing number, the singers introduced the new SP song, "This Is My Railroad." Hugo Meyer was accompanist, Christie Browne led the band and E. G. Fitzpatrick was master of ceremonies.

The four pictures at the left were taken at parties held in Los Angeles. Starting at the top they are: Duplicating Bureau, District Passenger Office, Pacific Motor Trucking Office, and Telephone Operators.

On the opposite page (top left) Santa Claus Joe Bugica, machinist, is making an unusual entrance at the big party at Sparks Shops, attended by some 1500 shopmen and families. General Foreman William Schipper was master of ceremonies and several shopmen and townspeople, including the Sparks High School Band and LDS Choral group (upper right), took part. Another Sparks party was held in the roadmaster's office.

Other small pictures on next page, below Santa Claus picture, show refreshments being served at parties at Ogden (center) and Tucumcari, the latter being done by Joy Shockley and Wanda Smith.

Large group, second from top at the right, is party given by tool room department, El Paso Shops. Below that are two pictures of parties held at Portland, which included groups from the Superintendent's Office, Master Mechanic's Office and Stores Department. Guest of honor was J. I. Love, who retired January 1 as chief dispatcher. A number of other retired railroaders also were guests. Picture at bottom of page shows party at Superintendent's Office, Oakland Pier.

















Christmas Programs

(1) Comptometer Bureau, El Paso. (2) Sacramento Stores. (3, 4, 5) At Tucson, Leroy Magers played Santa Claus, Superintendent G. A. Boys extended greetings, and the Barbershop Quartet sang, accompanied by Al Lurie on the guitar. Quartet: Barney Underwood, Bob Robertson, Leo Lee, Wid Sanders. Also on program: Henry Payne, MC, Anne and Jimmie Householder, John Robson. (6) SP Post No. 412, American Legion party in SF. (7) Supt's Office, El Paso. (8) Supt's Office, LA. Entertainment prepared by Virginia Kuhlmann included Marie Newcomb, Oscar Coleman, Betty Godfrey; George Eisen was MC, Supt. H. R. Gernreich and Asst. Supt. K. K. Schamp spoke. (9) District Timekeeping Bureau, LA. (10-15, inc) Patients at General Hospital were remembered by railroad friends, whose gifts were distributed through SP Club of SF. 50 trees were placed in wards and SP Glee Club sang carols. (16) SP Club of San Luis Obispo gave a dinner party. Mrs. L. R. Jaeger was in charge, assisted by Mesdames A. Foge, H. Reycraft, R. N. Umbertis, A. Flory, T. Dembowski and M. Baldwin.


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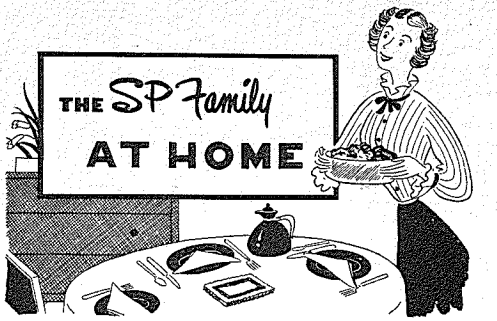




Christmas Parties (Continued)

(1) Fourth & Berry Freight Office had Mr. and Mrs. Santa Claus (Larry Woods and Jean Havens) present. (2) One of the prettiest trees was in Gen. Passenger Office, Central Dist. Adding to the decorations is Carolyn Gibbs. (3) George Munday is served sandwiches and a smile by Wanda Barber at Roseville Car Dept. (4-5) 800 shopmen and families at Bayshore annual party, and Betty May dancers. L. T. Fife was MC. (6-7) Committee for successful annual show given by SP Club of Sacramento for 1700 shopmen and families was (front row, l-r) J. L. Dotsen, Jack Palmer, John Hamilton, Charles Di Napoli. (Standing) Ben Silva, Tony Frank, J. P. Rhoads, John Mendonca, Lydia Chalcroft, Cal Kramer, Frances W. Silva, E. J. Ratoni. Santa Claus Ed Ratoni is shown with Dolores Frank. F. E. Molloy, asst. supt. motive power, spoke. (8) San Jose Car Dept. (9) Part of kitchen committee which served 350 persons at SP Club of Roseville party. On committee: Letha Lawrence, Earl and Mrs. Harrington, John and Mrs. Pugh, Frank and Mrs. Bianco, Lila Harmon, Mario Giusti, A. C. Johnson, Joe Tellez, Bill Crawford, C. Osolini, H. Isaac, Joe Manzano, Harold Lish, Charlie Hubbala, Madelon Crawford, Clyde Murray. (10) Tots who attended party given by Lodge 98, BoLF&E, Ogden.





By GENEVIEVE CALLAHAN and LOU RICHARDSON
Nationally known food writers and consultants

HAVE you been looking for a new kind of hearty dish to serve for a buffet supper or "favorite dish" party? Then take a look at this recipe. It's swell!

Clam-Anchovy Spaghetti. To serve 8 to 10, you'll need:

1 large onion, chopped fine
1 clove garlic, chopped
Oil
1 No. 2½ can solid pack tomatoes
1 small can tomato paste
1 small can anchovies, chopped
1 can minced clams
Salt and pepper
1 lb. broken spaghetti or other paste

In a large, heavy frying pan, put onion and garlic, add enough oil to cover bottom of frying pan; turn heat low and let onions and garlic cook until the little bits look limp; add tomatoes and ½ of tomato paste, and stir well, breaking up the large tomatoes. Add half of the anchovies and allow all to simmer for 10 minutes, then put in the rest of the tomato paste and anchovies and the can of clams, liquid and all. Add salt and pepper to taste. Mix thoroughly, and simmer for 25 to 30 minutes, stirring occasionally.

Cook spaghetti according to directions on package; drain, rinse with hot water, drain again, put back into the hot kettle and add the hot sauce. Mix thoroughly, turn out into a big hot bowl and serve immediately. (Sprinkle top with grated Parmesan cheese, if you like.) With garlic-buttered French bread and a big salad, you've a wonderful meal!

Beauty of this dish is that you can make the sauce in advance and then reheat it before adding to spaghetti. And, if you like, you can pour the mixture into a casserole, heat it thoroughly, and then take it along to your party!

TO STRETCH GROUND MEAT

Of all of the ways to stretch ground beef or lamb, this is one of the best: Just cover a cup of bran or uncooked oatmeal with 1 cup of milk, let soak a few minutes, add a beaten egg and plenty of good seasonings (salt, pepper, and a dash of seasoning salt, if you have it). Mix with a pound of ground beef, hamburger, or ground lamb. Shape into patties, balls, or meat loaf and cook as usual. Serves 6.

Yes, the egg costs money, but, even so, this is an economical trick.

(Speaking of hamburgers, good way to do is to spread one side of each burger with margarine, put margie-side down in hot, ungreased skillet; that way, no other fat is needed to start them cooking.)





THE BEST LITTLE COOKIES YOU EVER ATE!

First, grease a square pan (9 x 9 inches is a good size). Now, in a not-too-large bowl beat 1 egg, add 1 teaspoon vanilla and 1 cup brown sugar. Mix well. Sift together ½ cup flour (yes, that's right—just ½ cup), ¼ teaspoon salt and ¼ teaspoon soda. Add to egg mixture, stir well, then put in ½ to 1 cup of chopped walnuts. Spread in buttered pan and bake in moderate oven (350°) about 20 minutes. Cut while still warm and leave in pan.

These are delicious served while still warm with canned fruit for dessert, or, cool, for Sunday afternoon tea. Since they take only five minutes or so to whisk them together, why not make a pan of them for dessert tomorrow night?

Remember this about cookies: Drop cookies, sliced cookies, rolled out cookies should be scooped off the hot pan as soon as they come out of the oven. But "spread" cookies (such as the ones just described) are always cut while warm and left in pan.



WHEN YOU PAINT

Never try to paint out of the full can. After stirring, pour part of it into a wide can that's easy to handle; much less danger of spilling.

Always set your painting stuff on a paper plate so as to catch the drips. (We say "paper" because it can be thrown away when it gets messy.)

To thin paint, always add the thinner recommended on the can; don't try to substitute.

Before you start, wipe off the dust; sandpaper any tear-droppy old paint spots; give unfinished wood a coat of flat paint.

When you finish, clean your brushes. An old comb comes in handy here. And if you should be too lazy to clean those brushes properly, at least set them in a can of water. To be sure, the water isn't any too good for them, but it's better than having the brushes dry out!

Old-timers say that most women are terrible painters because they don't take time to do the job well—too impatient.



OGDEN: THERE WAS A LARGE TURNOUT FOR THE ANNUAL CHRISTMAS PARTY IN THE SUPERINTENDENT'S OFFICE

CAMERAMBLING AROUND THE RAILROAD



LOS ANGELES: Following an annual custom, District Timekeeping Bureau collected Christmas gifts for unfortunate and needy children. At right is Bobbie Leavitt, enginemen's timekeeper and *Bulletin* reporter, who started the campaign in 1944. At left is Marie Bridges, who helped collect and distribute the gifts.





SAN FRANCISCO: (Above) "One of the best Christmas parties we ever had" was the unanimous vote of Coast Div. Supt's Office force. Singing, dancing and refreshments were on the program.

DUNSMUIR: (Left) "Not only the best but one of the largest parties ever held on Shasta Division" was staged in the Supt's Office for railroaders' children.

SACRAMENTO: (Below) Music, songs and eats keynoted the Christmas party in the Supt's Office.



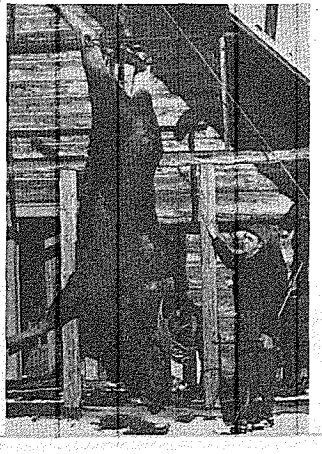


ON PARADE on Armistice Day were Jay Williams (left) and Willie Miller, carmen helpers at West Oakland and veterans of World War I.



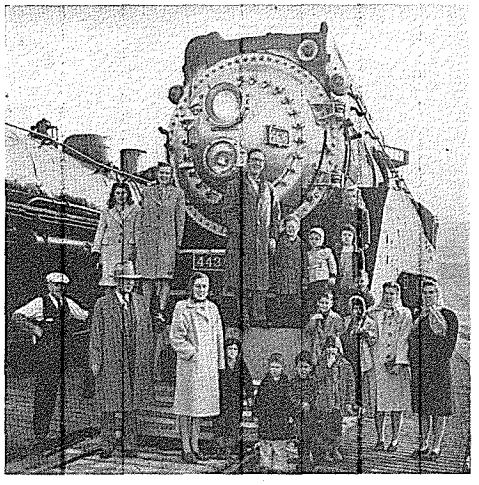
TALENTED entertainers who took part in premiere showings of SP movie, "This Is My Railroad," were (l-r) Bobbie Mathews, who appeared at Tucson, and twins La Rae and Eddie Jacquette, who took part at Yuma.

NO MEAT SHORTAGE in the home of Howard Enke, engineer on Western Division, who bagged this 1100 pound moose on a hunting trip in British Columbia. Eight shots were needed to bring down the huge beast.





NEAR-CHAMPIONS in the San Francisco Recreation Department basketball league were these SP boys who tied for 1st place with only one defeat, but lost the playoff. Front row (l-r): David Wolf, Ed Sczech, Dick Bambach, Tom Gilmartin, John Giosso. Back row: Nick Desin, coach, Bill Hayner, Hersh Bunn, Dan Shea, Walt Herringer, E. Wright, mgr.



GOING TO SCHOOL WAS FUN for a group of kindergarten children from the Frederic Burk School in San Francisco in January, when they visited Mission Bay yard for a closeup of SP engines. The visit was conducted by (at left in front row) Fred Delves, roundhouse foreman, and B. K. "Pat" Smith, general yardmaster.

PARADE FLOAT (below) entered by SP Club of Ogden in Christmas celebration was an eye-catcher. Committee in charge was (l-r) Lloyd Hartman, Wayne Hill, Cloid Myers, L. B. McBride, U. F. Kearl.





OGDEN OLD-TIMERS CLUB OFFICERS and committee members for 1948 are (front row, l-r) Orlando Wade, past pres.; Mrs. A. H. Summerill, social committee; Mrs. A. Q. Moulton, asst. secty.; Mrs. W. C. Ewing, Mrs. E. C. Warner, social committee; Calvin Little, secty.; Mrs. Little, social committee. Back row: E. C. Warner, W. C. Ewing, social committee; William Ware, president; A. H. Summerill, Mrs. J. A. Malberg, social committee; Parley Leishman, trustee.

Bunsen Named General Freight Agent, El Paso

APPOINTMENT of F. D. Bunsen as general freight agent, with headquarters in El Paso was announced in December.

Bunsen started with SP in 1914 as a yard clerk in El Paso Yards. He held various positions in the Operating Department until September, 1917, when he went into the Army during World War I. He returned to yard service in 1920 and in 1926 transferred to the Freight Traffic Department. In succeeding years he held various positions with the railroad, and had been assistant general freight agent at El Paso since September, 1946.

Bunsen appears in a picture on page 21, taken at a retirement ceremony for one of the members of his staff.

SP was host to the United Fresh Fruit & Vegetable Association January 22, when 1800 delegates and their friends were given a two-hour cruise of San Francisco Bay aboard the ferryboat *Berkeley*. Buffet luncheon was served during the trip. President A. T. Mercier was one of the featured speakers at the week-long convention. He addressed the group on a review of business conditions throughout the nation, and how they possibly might affect the production and consumption of fresh foods and vegetables.

Christmas spirit at Los Angeles Freight Station extended to the Children's Hospital when a load of dolls and other toys was delivered to the little patients. More than $170 was collected by the folks to buy the gifts, and the pleasure the tots received from them helped to make the Freight Station's own Christmas party a most happy one.

SP Male Chorus at Ogden is being reorganized, after being inactive since the beginning of the war. Owen Rouse is the director and Lyda Thompson is accompanist. Newly-elected officers are Dwight Thompson, president; Parley Leishman, vice pres.; Roger Kingsford, secty-treas.; Ronald Jones, librarian; Thomas Van Drimmelen, concert manager.

1948 Officers of SP Rod & Gun Club are Frank Collins, pres.; John Reine, 1st vp; Henry Loretz, 2nd vp; Leo Vollmer, secty; Eddie Schacht, treas; E. Zetterburg, sgt-at-arms; Joe Potter, historian; Jimmy Hawes, publicity director. Installation of officers at the January meeting was followed by showing of "This Is My Railroad."

SP Bowlers to Hold Tournament in Reno

THE annual Southern Pacific bowling tournament, heretofore held in San Francisco, will move to Reno this year, when teams will take to the lanes on February 22-23.

Invitations have been extended to all SP men and women bowlers and among cities expected to be represented are Ogden, Sparks, Sacramento, Oakland, San Francisco and Portland.

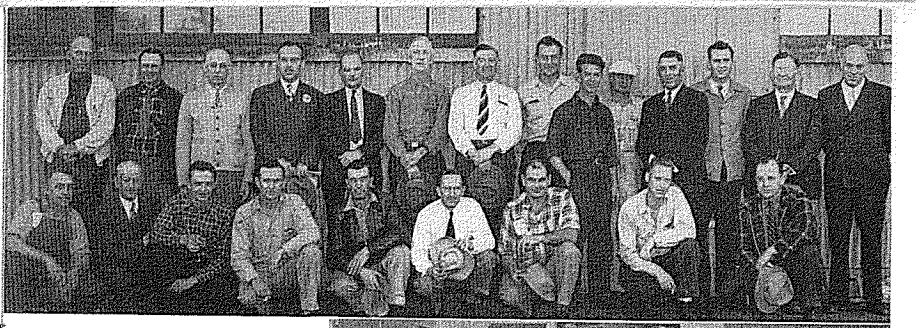
Working on arrangements are M. O. Leonhart, Arnold Houghton and Frank Calder of the SP Bowling Club of San Francisco; Max Gardenswartz, Sparks; Clint Mecham, Ogden; John Rhoads, Sacramento.

SP Club of Indio held election of officers in December, following a program of entertainment featuring our movie, "This Is My Railroad," and attended by some 400 members and their families. New officers: Andrew F. Smith, president; William F. Thomason, vice pres.; Edrie M. Rumley, treas.; Augusta M. Twomey, secty.; Olin B. Payne, A. J. Genovese, C. L. Fisher and D. A. Meranda, directors.

"Circus Trains" is the title of a new album by C. P. Fox of Milwaukee and published by Kalmbach Publishing Co. Commemorating the-75th anniversary of circus travel, the colorful book has 20 full pages of carefully selected photographs which tell the story of how the "greatest show on earth" moves by rail.

SP ENGINE BELL GOES TO COLLEGE: Presentation was made to Reed College, Portland, of this engine bell, to be used in opening and closing meetings of Reed Union, student body organization. At presentation were (l-r) Dale Birdwell, SP roundhouse clerk on GI leave to attend college, and one of the founders of Reed Union; G. H. Wilson, master mechanic, Brooklyn, who supervised mounting of the bell; and Leith Abbott, SP advertising representative. The bell was from narrow gauge engine 17, which was placed in service in 1887 and operated mostly on the Keeler branch. Engine 17 now is in service as a stationary boiler, providing steam for the roundhouse and car department at Salem.





HUMAN RELATIONS GRADS who recently completed the series of conferences at Eugene and Portland are shown here. The group at the top are at Eugene Shops; the other two groups were photographed at Brooklyn Shops and include foremen and committeemen. The 1948 Human Relations Conference program started on January 12. It will reach new groups on the railroad as well as provide a number of refresher courses.





OPERATING RESULTS

FOR the twelve months ended December 31, 1947, Railway Operating Revenues of Southern Pacific Transportation System amounted to $529,021,014 or $44,184,621 more than the revenues for the same period of 1946.

During the same period, Railway Operating Expenses were $402,242,477, or $29,166,377 less than the expenses for the same period of last year.

Railway tax accruals, including $45,135,615 for Federal taxes, and $15,967,584 for other taxes, totaled $61,103,199 or $70,627,127 more than such accruals for the first twelve months of 1946. Increase in taxes results from large refund credit last year in Federal taxes on income and excess profits, due to carry-backs of 1946 net operating loss and excess profits tax exemption, which reduced the taxes paid for 1944. After deducting taxes and $21,019,406 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $44,655,932 or $3,131,406 more than the Net Railway Operating Income for the same period of 1946.

Out of Net Railway Operating Income and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges, before final Net Income is determined. Final Net Income figures were not available at the time the *Bulletin* went to press.

Got Your Copy? Sheet music of the SP song, "This Is My Railroad," is yours for the asking. Copies can be obtained from the *Bulletin* editor, or division and shop chief clerks.

Teamwork that puts cash in the till was provided by A. Leon, car inspector at Sacramento, whose tip enabled the DPO to sell seven roundtrips to New York *after* the prospects had already decided on other means of travel.

RETIRED

The Pension Department announces that annuities have been approved for the following:

WESTERN DIVISION: **Joseph A. Boyer,** deckhand; **John P. Bussa,** carman; **Chester E. Frazier,** yardman; **Lizzie L. Hannon,** car cleaner; **Henry G. Hansen,** captain; **Erastus K. Hitchcock,** engineer; **Nicholas J. Kasovia,** pipefitter; **Matt D. Kelly,** conductor; **Herbert B. McColloch,** conductor; **Ernest W. Miles,** brakeman; **Charles K. Murray,** car foreman; **Arthur W. Nesso,** agent-telegrapher; **John W. Slaughter,** crossing watchman; **Americo Tambellini,** carman helper; **David H. White,** machinist.

SHASTA DIVISION: **David LaMont Frulan,** engineer; **Wm. H. McAllister,** car foreman; **James A. McDonough,** engineer; **Frank P. Savage,** telegrapher.

LOS ANGELES DIVISION: **Julian Alcantar,** sweeper; **Antonio Arellano,** machinist helper; **Wade H. Brader,** yardman; **Benjamin C. Broyles,** electrician; **James J. Gatewood,** telegrapher; **Philip W. Haynes,** carpenter; **John S. Hendrix,** crew dispatcher; **Walter I. Mason,** engineer; **William B. Naller,** yardman; **Abe Olson,** RH foreman; **Jesus M. Ramirez,** brickman; **Ralph H. Ray,** conductor; **Manuel H. Rivera,** track laborer; **Paul K. Truly,** carpenter.

PORTLAND DIVISION: **Alex Bodher,** carman; **Warren G. Burt,** engineer; **Harry M. Chapin,** machinist; **Charles C. Dole,** brakeman; **Judson T. Heald,** clerk; **Henry Helgerson,** leverman-bridgetender; **William T. Mellor,** signal maintainer; **Edward A. Miller,** telegrapher; **Elijah C. Starmer,** machinist helper; **Robert T. Stewart,** cellar packer; **Henry T. Wilson,** engine watchman.

SACRAMENTO DIVISION: **Ben C. August,** boilerwasher; **Charles H. Brown,** conductor; **Ivan K. Millar,** boilerwasher; **Anthony C. Miller,** yardmaster; **Percy A. Standing,** car inspector.

RIO GRANDE DIVISION: **Maud M. S. Abernathy,** agent-telegrapher; **John R. Cox,** pumper; **Joseph O. Frilick,** agent-telegrapher; **Alva C. Grimes,** yardman; **Herman L. Huenzenberger,** engine inspector; **Alfred F. Leifeste,** engineer; **Henry N. Ryan,** conductor; **John Thomas,** laborer.

SACRAMENTO SHOPS & STORES: **Robert Wm. Ash,** painter; **Antonio Brocalli,** scrap sorter; **Peter Domich,** blacksmith helper; **George Flumer,** boilermaker lay-

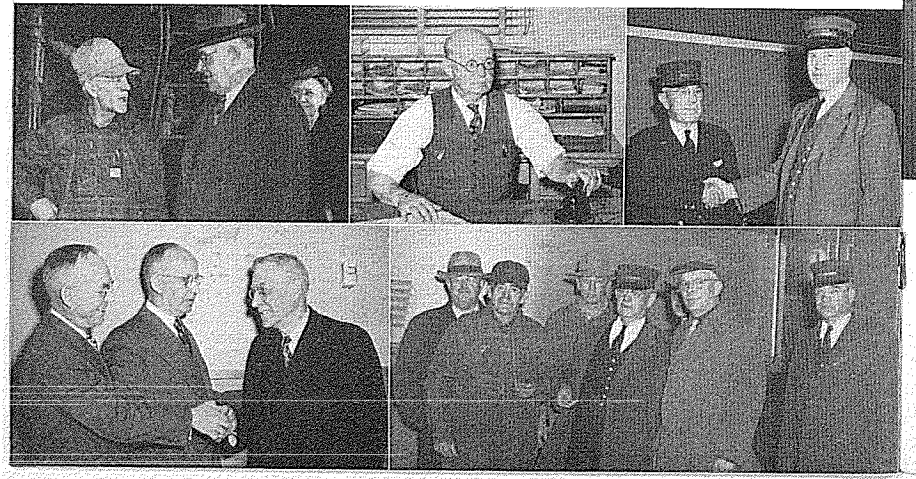
(Continued on page 22)



ON THE VETERANS' HONOR ROLL

ABOVE: The jovial engineer at the left is Vincent P. "Roxie" Stone, who retired after 44 years' service on Western Div. Other pictures, starting top row, left: J. A. McDougall, retired Jan. 31 as asst. to chief engineer, with 36 years' service. Starting as an accountant, he transferred to Engineering Department, where he became labor adjuster, chief clerk, office manager and assistant to chief engineer. Next are William H. Burrows, who retired as general clerk, Aud. Disb. Accts., SF, after 26 years; Allen Miller, conductor, Salt Lake Div., 45 years; Frank Nejedly, telegrapher, San Joaquin Div., 40 years. Frank made photography his hobby and one of his pictures of famous Tehachapi Loop has had world-wide circulation. Second row, left to right: W. F. Wittkopp (42 years), machinist; Pasque Salerno, painter helper; C. E. Matson, machinist; Francis St. Denis (37 years), machinist, all of Sacramento Shops.

BELOW: Upper row, left, shows Engineer Ben Ryan (48 years' service), Portland Div., being greeted at end of last run by Supt. L. P. Hopkins. Center: Edward Vail, asst. chief dispatcher, Ogden, 39 years' service. Right: John A. Herman, conductor, LA Div., is congratulated on 46 years' service by Frank Rork, stationmaster, LAUPT. Bottom row, left: Fred A. Howard (right), retired as asst. aud. frt. accts., SF, after nearly 39 years with SP, receives best wishes of H. J. Kihn (left), asst. aud. frt. accts., and P. H. Todd, aud. frt. accts. Lower right: Conductor Fay T. Shipp (center), Rio Grande Div., with friends at Tucumcari on his last run on the *Golden State* Dec. 30, after 41 years' service. Left to right: Roy Butler, conductor; J. H. Sharpe, engineer; A. Counts, fireman; F. T. Shipp; W. B. Sharp, trainmaster; J. L. Perry, brakeman.





ON THE VETERANS' HONOR ROLL

Starting at upper left and reading down, the small pictures show Chester A. Reed, yardman, SD&AE, San Diego, who retired after 28 years' service; G. A. Shadduck, engineer, Portland Division, 35 years; Frank P. Baltimore, engineer, Portland Division, 38 years; E. A. McCluskey, towerman, Visitacion, Coast Division, 43 years. Large picture at top of page was taken when A. C. "Dick" Bowhay (center) retired as head clerk, General Freight Office, El Paso, after 50 years of railroading. Shaking hands with Bowhay is F. D. Bunsen, whose recent appointment to general freight agent is reported on page 18. Between Bunsen and Bowhay is W. R. Adair, assistant supt., Rio Grande Division, and at left of Bowhay is Ed Estes, general agent, Cotton Belt. Others are members of El Paso General Freight Office. Group in center picture was photographed at retirement banquet for John Tumpich (center) when he retired as car inspector, West Oakland, after more than 42 years' service. Picture directly above was taken at banquet honoring James I. Love on his retirement as chief dispatcher, Portland, after 44 years' service. Love is seated at head table beneath man standing 8th from left.



RETIRED COAST DIVISION CONDUCTORS AND BRAKEMEN annual luncheon was held in San Francisco December 18. Some of the veterans and their railroad friends who were present are shown above. Also present were C. E. Peterson, vice president, system passenger traffic; T. L. Chess, general passenger agent; and J. A. McKinnon, asst. supt., Coast Division. At extreme left in front row is Conductor William Rundle, "chef" and originator of the affair.

RETIRED (continued from page 19)

er-out; Karl Giesser, blacksmith; Alessandro Guidi, boilermaker helper; Ernest D. Lavalle, scrap cutter; Melbert A. Mattson, machinist; James E. McDonald, painter; Michael M. Ostega, piper; Jonas L. Peterson, blacksmith; Joseph Stamphar, laborer; Andrew W. Sterner, patternmaker; Marich M. Summers, carman helper; James E. Weida, machinist foreman; John Zuccaro, blacksmith helper.

SALT LAKE DIVISION: Frederick A. Berrill, machinist; Julius C. Blackburn, carman; Maynard Bullough, machinist; John H. Harre, conductor; Denver L. Joyce, engineer; John A. McKenzie, conductor; William K. Mummah, brakeman; Oscar N. Olsen, pipefitter; John L. Reilly, engineer; Elnar C. V. Rydholm, carpenter.

SAN JOAQUIN DIVISION: Jerry J. Callahan, engineer; Frank Galvan, section laborer; William T. Hiller, yardman; Charles I. Kesterson, engineer; Clyde C. Lary, agent-telegrapher; Ernest L. McGaha, engineer; John D. Snodgrass, machinist.

TUCSON DIVISION: Arthur Babcock, carpenter; Ruford R. Blanton, brakeman; Earl H. Eversole, brakeman; Charles H. Hefer, car oiler; Frank T. Homar, engineer; Clay Pearce, brakeman; John B. Woodward, agent-telegrapher.

COAST DIVISION: Burr M. Brewer, yardman; Joseph A. Clair, yardman; Charles R. Forster, yardman; Jean Manwell, coach cleaner; Guiseppe A. Marasco, burner; Robert C. McGhee, telegrapher; Walter V. Miller, machinist.

EL PASO SHOPS: Pablo B. Santana, freight carman.

LOS ANGELES SHOPS: Ralph T. Melendez, tender truckman; John Salerno, carman helper; Clifford Q. Simmons, painter.

GENERAL OFFICE: Elizabeth L. Bouquet, typist, Acct. Dept.; Alva E. McKennett, construction engineer; Edward V. Orr, special accountant.

HOSPITAL DEPT.: Dr. Earl N. Greenwood, supervisor of surgical service; Russell M. Kent, cook; Phanetta J. Wylie.

DCHRENS: Albert F. Carter, waiter, LA; John D. McMillan, newsstand helper, Tucson; Wardie L. Patrick, porter, Sparks; Willie C. Smith, waiter, West Oakland.

TRAFFIC: Agnes L. Wilderson, asst. cashier; George J. Wondra, head information clerk, Oakland.

TELEGRAPH DEPT.: Clara H. Lane, telegraph clerk, SF; James H. Maxwell, equipment installer, LA; Bessie G. Wright, telegraph operator, LA.

NORTHWESTERN PACIFIC: Spencer Z. McIntyre, laborer; Francis H. McKay, machinist; Thomas J. Munday, machinist helper.

PROMOTED—NEW JOBS

ACCOUNTING: John Duckel, to asst. auditor of freight accounts, succeeding F. A. Howard, retired. Duckel, who was supervising interline accountant, started with SP in 1913. All of his service has been in Aud. Freight Accounts.

TRAFFIC: Alfred J. Howard, to district passenger agent, Glendale, succeeding Harry E. Pierson, deceased; Robert J. Young, to passenger agent, DPO, Los Angeles; Ralph Odell, to station passenger agent, LA; J. D. Rich, to traveling freight and passenger agent, Modesto; P. F. Diemer, to traveling freight agent, San Jose.

PURCHASING: E. L. McCall, to purchasing agent, LA, succeeding Clifford Thorburn, deceased.

STORES: R. Markey, from storekeeper, Klamath Falls, to storekeeper, Dunsmuir; W. R. Bibby, to storekeeper, Klamath Falls; H. C. Rubens, to storekeeper, Ashland.

OPERATING: Assignments from temporary to permanent positions of engineman's instructors was announced for H. M. Snyder, R. M. Roberts, E. G. Fink, E. C. Edwards, D. B. Crowley, W. R. Wells, all of Los Angeles; and E. D. Monroe, at Indio. Charles A. Eva, to chief dispatcher, Portland, succeeding J. I. Love, retired (picture on page 21). T. J. Bailey, to asst. trainmaster, headquarters Los Angeles; Fred W. Hicks, to asst. trainmaster, headquarters El Centro.

NORTHWESTERN PACIFIC: J. R. Street, to asst. trainmaster, Willits.

PACIFIC FRUIT EXPRESS: R. F. Nelson, to supt. car dept. Roseville, succeeding C. R. Hamilton, retired; Howard S. Cook, to supt. car dept., Colton; John R. Dunlap, to supt. car dept., Tucson.

DIED

SACRAMENTO DIVISION: J. F. Patterson, freight carman, Roseville, Nov. 23; Leo Devos, bridge sweeper, Nov. 22. Pensioners: Roy J. Burress, yardman, Jan. 2; Arthur L. Foster, telegrapher, Nov. 10; Edith P. Foster, asst. agent, Dec. 12.

WESTERN DIVISION: Griffin W. Peterson, signal maintainer, Jan. 10; Thomas E. Nolan, car builder, Nov. 20; Alvin G. Schultz, clerk, Nov. 28; Henry Taubenroth, asst. baggage agent, Dec. 8; Harry B. Cope, engineer, Dec. 15; Tom W. Downs, engine watchman, Dec. 15. Pensioners: Albert Belanger, painter, steamer div., Nov. 20; Francis J. Cummings, brakeman, Jan. 1; Louis W. Erickson, flagman, Dec. 28; Walter Hussey, ticket collector, Dec. 18; Alexander E. Kennedy, pass. car builder, Dec. 26; James Lawson, ticket collector, Dec. 2; Lewis H. Mackey, car inspector, Jan. 11; Walter G. Mackey, towerman, Dec. 6; Robert E. McAravy, B&B carpenter; Angelo L. Perazzo, carman helper, Jan 6; Hobert E. Price, electrician, Dec. 5; Fred Sowerby, agent-operator, Jan. 2; William Cooper, deckhand, Dec. 31; Hans M. Hansen, 1st officer, steamer div., Jan. 15.

LOS ANGELES DIVISION: D. W. Castle, carman, Jan. 8; C. E. Budlong, crossing watchman, Jan. 4; Alice B. Wilson, coach cleaner, Jan. 1; L. W. Ellis, car inspr., Dec. 6; H. E. Rissenger, engineer, Dec. 22; C. H. Slack, brakeman, Dec. 20; Julio Hernandez, section laborer, Dec. 16; J. H. Cavanaugh, yardman, Dec. 16; Herbert H. Smith, car inspr., Dec. 5; J. R. Macias, laborer, Nov. 9; William C. Sanders, conductor, Nov. 3; Roy L. Hodge, telegrapher, Nov. 5; Alfred G. Hartman, machinist, Nov. 12; Joe S. Tittley, engineer, Nov. 14; H. B. Baird, brakeman, Nov. 18; William F. Zachritz, fireman, Nov. 20; Harold P. Woods, clerk, Dec. 1; Joe A. Quete, track laborer, Dec. 4; William F. Alexander, yardman, Dec. 7. Pensioners: Alfred P. Elliott, yardman, Jan. 1; Charles S. Glasby, car repairer, Dec. 24; Wilbur A. Hilts, engineer, Nov. 26; Otto C. Metzger, ticket seller, Dec. 26; James Moore, car repairer, Dec. 13; Taylor Morgan, redcap; John F. Parish, yardman, Nov. 15; Francis T. Sandefur, towerman, Jan. 11; John W. Simpson, machinist, Jan. 19; Algia C. Williams, yardman, Nov. 5.

SHASTA DIVISION: Arthur C. Davis, cashier, Nov. 22.

COAST DIVISION: Edward B. Smith, yardmaster, Nov. 26; William Philp, laborer, Dec. 6. Pensioners: Lynn H. Emrick, baggageman-clerk; John W. Kalfus, engineer, Dec. 20; Jose P. Lopez, sec. laborer, Dec. 28; Everett W. Neeley, yardman, Dec. 25; David E. Wells, boilermaker, Nov. 28; Gus S. Zervas, painter helper, Dec. 6.

SAN JOAQUIN DIVISION: Lee O. Cuttrell, carpenter, Nov. 27. Pensioners: Thomas A. Allen, sec. foreman, Jan. 15; George E. Scriver, clerk, Dec. 7.

TUCSON DIVISION: Ralph A. Werner, rodman. Dec 11; Earl Stucker, brakeman, Dec. 12. Pensioners: Charles Halbert, sec. foreman, Nov. 14; Vivian W. Huffmaster, cashier; Joseph Oman, engineer, Jan. 4; George W. Sanks B&B carpenter, Dec. 26; Juan Vega asst. sec. foreman, Dec. 20.

SACRAMENTO SHOPS: Encarnacion Ramierez, molder Dec. 1. Pensioners: Edward S. Corlett, genl. clerk, Jan 2; Vito Dichiara, laborer, Jan. 16; Fred Kilian, laborer; Henry Hoffelt, machinist, Dec. 13; Angelo Winkler, carman helper, Jan. 6.

LOS ANGELES SHOPS: Pensioners: Albert E. Babbitt, painter, Dec. 17; William J. Seely, freight carman, Dec. 9.

SALT LAKE DIVISION: Horace B. Bagley, conductor, Jan. 1; Mario Bonucelli, sec. foreman, Dec. 29; Bert L. Clem, telegrapher, Dec. 26 August Groseniek, machinist, Dec. 28; Pete Menichetti, track laborer, in Oct.; Albert A. Smith, teleg.; Otis Weeks, div. engineer, Jan. 7.

STORES: G. V. Belknap, storekeeper, Dunsmuir, Nov. 29. Pensioner: Frank C. Kramp, asst. to asst. gen. storekeeper, Nov. 20.

PORTLAND DIVISION: P. A. Saunders, fireman, Nov. 14; E. D. Roddy, machinist, Dec. 6; J. F. Jamison, machinist, Dec. 22; B. J. Robinson, carman, Dec. 25; Neil W. Miller, section foreman, Dec. 26; Charles A. Delaunay, pile driver engineer, Jan. 3. Pensioners: Peter Schultz, signal suprv., Nov. 15; George W. James, agent, Jan. 1; Elwood Z. Hammon, engineer, Dec. 17; Clarence E. Mickel, engineer, Dec. 16; Ludwig Pilat, blacksmith, Nov. 15.

RIO GRANDE DIVISION: Pensioner: Claude A. Billman, brakeman, Nov. 27.

GENERAL OFFICE: Roy C. Kirkham, stationer, Purchasing Dept., Dec. 9; Guy T. Smith, clerk, Nov. 30. Pensioners: Frederick Bell, clerk, Nov. 24; Hugh McInnes, secty., Nov. 27; Mabell R. Smith, stenoclerk, Sept. 13; Bozo Stankovich, cement tester; Archer B. Sweet, clerk, Frt. Accts., Jan. 1.

MISCELLANEOUS: Oliver C. Johnson, chef, Commissary Dept., Nov. 23. Pensioner: Walter T. Fulham, longshoreman, SPSS Lines, Oct. 21.

NORTHWESTERN PACIFIC: Pensioners: William G. Fuerst, sec. foreman, Dec. 15; Frank L. Maxwell, agent, Dec. 6; Arthur N. Nichols, engine hostler, Dec. 6; Arthur R. Bowden, Sr., watchman, P&SR Ry., Nov. 21.



TUCSON BRIDE is the former Evelyn Ott, shown with husband Don Copenhauer at their wedding on December 14. Evelyn was clerk in Supt's Office, Tucson before transferring to the Hospital Department. Now she's working at SP Sanitorium.

MARRIED ENGAGED

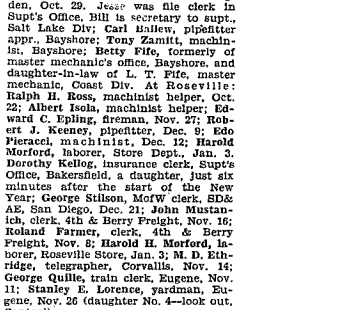
William F. Baker, switchman, Roseville, to Leota Mae Baily, Nov. 24; Frank V. Lopez, machinist helper apprentice, Roseville, and Angelina Garcia, Nov. 30; James K. Palmer, machinist, Roseville, to Ollie C. Boggs, Dec. 11; Fred Robinson, clerk in asst. agent's office, 4th and Berry Freight, to Evelyn Merritt, Oct. 11; Verna Koons to Albert Di Andrea, both of outbound tracing dept., 4th & Berry Freight, Nov. 22; Verna is the daughter of C. H. Koons, general yardmaster, San Jose. Madeleine Grandpre, comptometer operator, Dist. Timekeeping Bureau, LA, to William Prior, in November; Vivian Hern, trainmen's timekeeper, BTD, Los Angeles, to Otto Harkens, Nov. 15; Marie Caughey, secty., Aud. Passenger Accts., SF, to Ernest Fling, Dec. 6; Lloyd McVeigh, rate clerk, Freight Traffic, SF, to Bobbie Bernard; Virginia Mould, teletype operator, Portland, to John McKie, Dec. 29; Nancy Murphy, stenographer, VP&GM office, to Don Metcalf, Jan. 4; Loretta Callaghan, Equip. Service Accts., SF, to James Herlihy, Nov. 1; Helen Wiegel to Kevin Harrington, both in Freight Claims Dept., SF, Jan. 10.

The following engagements have been announced: Don Lezer, accident clerk, to Grace Hulburt, comptometer operator, both of Ogden; Ruby Webb, asst. payroll clerk, Supts Office, Ogden, to Trae Harper; and in Aud. Pass. Accts., SF, four girls flashing diamonds are Ruth Acton (to James Sorensen), Avigail Nava (to Eugene Villalobos), Frances Sutton (to Virgil Bergess), Lucy Wong (to Henry Leo), Violet Meseke, steno-clerk in Aud. Frt. Accts., SF, to Jack Koster; Nina Tarantino, steno-clerk, Freight Traffic, SF, to Peter Alloto: Wahnita Bahrs, stationery clerk, Portland, to Paul Belles. Wedding bells in Tracy will ring in June for Florence Mechell, clerk, and E. B. Hamilton, brakeman.

BORN

A son arriving Dec. 23 was the wonderful Christmas present for Melba and Harold Stevens of Ogden. Harold is clerks' timekeeper, Melba formerly was comptometer operator. Others who recently welcomed new sons are Sally and Santos Candia, machinist helpers, Ogden, Dec. 10; James Mincy, pipefitter, Bayshore; Jesse Drummond, switchman, Ogden, Nov. 21; Edward A. Gibson, clerk in PMT Central District Office, Nov. 17. Ed is past president of SP Club of San Francisco. Arrival of sons at Roseville was reported by Clair E. Knutsen, tenderman, Nov. 5; Melvin B. Schaffer, fireman; Ollie Lee More, fireman, Nov. 27; Bernard O'Connor, machinist appr., Nov. 29; Andrew C. Johnson, machinist, Oct. 16. At 4th & Berry Freight, SF, D. J. McSweeney, a son, Nov. 4; Larry B. Page, 3rd telegrapher-clerk, a son on Christmas day; Jack Wilkinson, asst. cashier, San Diego freight station, SD &AE, Dec. 16; C. G. Kaehms, detector car supervisor, Jan. 6; William C. Jones, yard clerk, Eugene, Nov. 15; Edward C. Scott, yard clerk, Eugene, Dec. 19; John W. Murray, clerk, VP&GM office, Jan. 11; Jesse Drummond, yardman, Ogden, Nov. 21.

New daughter arrivals were announced by Jessie and William Gaarde of Ogden, Oct. 29. Jesse was file clerk in Supt's Office, Bill is secretary to supt., Salt Lake Div; Carl Ballew, pipefitter appr., Bayshore; Tony Zamitt, machinist, Bayshore; Betty Fife, formerly of master mechanic's office, Bayshore, and daughter-in-law of L. T. Fife, master mechanic, Coast Div. At Roseville: Ralph H. Ross, machinist helper, Oct. 22; Albert Isola, machinist helper; Edward C. Epling, fireman, Nov. 27; Robert J. Keeney, pipefitter, Dec. 9; Edo Pieracci, machinist, Dec. 12; Harold Morford, laborer, Store Dept., Jan. 3. Dorothy Kellog, insurance clerk, Supt's Office, Bakersfield, a daughter, just six minutes after the start of the New Year; George Stilson, MofW clerk, SD& AE, San Diego, Dec. 21; John Mustanich, clerk, 4th & Berry Freight, Nov. 16; Roland Farmer, clerk, 4th & Berry Freight, Nov. 8; Harold H. Morford, laborer, Roseville Store, Jan. 3; M. D. Ethridge, telegrapher, Corvallis, Nov. 14; George Quille, train clerk, Eugene, Nov. 11; Stanley E. Lorence, yardman, Eugene, Nov. 26 (daughter No. 4—look out, Cantor!).



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251 MILES

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Brand new freight cars of latest design are moving steadily onto Southern Pacific rails. Although it will be some time before deliveries are sufficient to fully meet present enormous demands, we want you to know that we are doing everything in our power to speed the day when every western shipper will have as many freight cars as he wants, when and where he wants them.

Since the end of the war we have received 10,332 new freight cars and have ordered 18,798 more—a total of 29,130 freight cars of all types (including 8,100 refrigerator cars for Pacific Fruit Express—half-owned by Southern Pacific). We have also ordered 40 huge diesel-electric freight locomotives and 43 diesel-electric switch engines.

Coupled together, these 29,130 cars and 83 locomotives would make a solid train more than 251 miles long!

New passenger cars, too

New diesel-electric passenger locomotives and 107 new streamlined passenger cars are on the way, too. The new cars are for the *City of San Francisco* and *San Francisco Overland* between San Francisco and Chicago via Ogden; for new *Shasta Daylights* and *Cascades* between San Francisco and Portland; and for the *Golden State* between Los Angeles and Chicago.

This new equipment is concrete evidence of Southern Pacific's faith in the West, and our determination to give this territory freight and passenger service second to none.

S·P The friendly Southern Pacific